

Message Text

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INFO OCT-01 ISO-00 FEA-01 ACDA-10 CEQ-01 CIAE-00 DOTE-00

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AMEMBASSY PARIS

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USMISSION EC BRUSSELS

AMEMBASSY ANKARA

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AMEMBASSY LISBON

AMEMBASSY LUXEMBOURG

AMEMBASSY OSLO

AMEMBASSY OTTAWA

AMEMBASSY REYKJAVIK

AMEMBASSY THE HAGUE

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E.O. 11652: N/A

TAGS: CCMS, ENRG

SUBJ: CCMS: SPRING PLENARY - URBAN TRANSPORTATION PILOT STUDY

REF: A. AC/274-D/64(REVISED)

B. STATE 81206

SUMMARY: CCMS PLENARY DELEGATES REVIEWED THE PROGRESS OF THE
URBAN TRANSPORTATION PILOT STUDY, RECEIVED THE PILOT
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STUDY'S FINAL REPORT, NOTED THE FOUR COMPLETED PROJECT
REPORTS, ACCEPTED THEIR RECOMMENDATIONS, AND APPROVED
THEIR RESOLUTIONS FOR SUBMISSION TO AND APPROPRIATE ACTION
BY THE NORTH ATLANTIC COUNCIL. THE FOUR COMPLETED PROJECTS ARE:

URBAN TRAVEL FORECASTING, LED BY THE UNITED STATES; COLLECTION SYSTEMS EVALUATION, LED BY BELIGIUM; BUS PRIORITY SYSTEMS, LED BY THE UNITED KINGDOM; AND URBAN GOODS MOVEMENT, LED BY FRANCE. A FIFTH PROJECT, EVALUATION OF SHORT DISTANCE TRANSPORT TECHNIQUES, LED BY THE FEDERAL REPUBLIC OF GERMANY, VIRTUALLY HAS BEEN COMPLETED, AND ITS FINAL REPORT SHOULD BE SUBMITTED TO THE FALL 1976 PLENARY OF CCMS. END SUMMARY.

1. US CCMS REPRESENTATIVE DEPUTY SECRETARY OF TRANSPORTATION JOHN W. BARNUM PRESENTED AN OVERVIEW OF THE STUDY, EMPHASIZING THAT ITS ULTIMATE VALUE DEPENDED ALMOST ENTIRELY ON THE DISSEMINATION OF ITS RESULTS TO TRANSPORTATION AND POLITICAL DECISION MAKERS AT LOCAL AND INTERMEDIATE LEVELS OF GOVERNMENT. PILOT STUDY DIRECTOR RICHARD WALSH (DOT) SUMMARIZED THE FINDINGS, CONCLUSIONS AND RECOMMENDATIONS OF COMPLETED PROJECTS AND THE OVERALL STUDY ITSELF.

2. REPORTING ON THE LOW COST BUS PRIORITY SYSTEM SUB-PROJECT, THE UK (WEBSTER) SUMMARIZED ITS PRINCIPAL FINDINGS AND RECOMMENDATIONS. THIS PROJECT WAS DESIGNED TO SURVEY AND REPORT ON BUS PRIORITY METHODS CURRENTLY IN USE IN VARIOUS NATO COUNTRIES AND TO EVALUATE EXISTING EXPERIENCE WITH THESE METHODS SO AS TO GIVE GUIDANCE TO THOSE CONSIDERING THE PROVISION OF BUS PRIORITY SYSTEMS IN TOWNS AND CITIES. THE PROJECT'S DETAILED FINAL REPORT MAKES A NUMBER OF TECHNICAL RECOMMENDATIONS REGARDING A LARGE VARIETY OF BUS PRIORITY METHODS. THE PROJECT FOUND THAT SUCH METHODS ALMOST ALWAYS BENEFIT BUS RIDERS IN TERMS OF TIME SAVINGS WHICH SOMETIMES CAN BE VERY SUBSTANTIAL. THE UK DELEGATE NOTED THAT WHILE SUCH SCHEMES CAN INVOLVE THE POTENTIAL FOR DISADVANTAGING OTHER TYPES OF TRAFFIC, A CONTINGENCY WHICH MUST BE CAREFULLY CONSIDERED, THEY HAVE NOT RESULTED IN NOTICEABLE DISBENEFITS TO AUTO TRAFFIC.

IN CONCLUDING THE REPORT ON THIS UK-LED PROJECT,
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MR. WEBSTER NOTED THAT HER MAJESTY'S STATIONERY OFFICE IS PUBLISHING SEVERAL THOUSAND COPIES OF THE FINAL BUS PRIORITY REPORT IN ENGLISH AND FRENCH AND THAT IT WILL BE DISTRIBUTED THROUGH THE NATO INT'L STAFF.

3. REPORTING ON THE COLLECTION SYSTEMS EVALUATION PROJECT, BELIGIUM (VAN DEM BEMDEN) PRESENTED A SUMMARY OF ITS FINAL REPORT. THIS PROJECT FOCUSED ON THE EVALUATION OF NEW DEMAND-RESPONSIVE PASSENGER COLLECTION SYSTEMS, SOMETIMES KNOWN AS "DIAL-R-RIDE" OR "TELEBUS." SYSTEMS, THE ANALYSIS CONCENTRATED ON AN ESTIMATION OF THE POTENTIAL FOR SUCH A SYSTEM IN THE BRUSSELS SUBURB OF WATERLOO. THE PARTICULAR TECHNIQUE EMPLOYED IN THIS DEMONSTRATION RELIED ON A VERY EXTENSIVE HOUSEHOLD SURVEY OF POTENTIAL

RIDERS. THE REPORT MAKES A NUMBER OF TECHNICAL OBSERVATIONS REGARDING THE BEST WAY TO USE THIS PARTICULAR TECHNIQUE BUT CONCLUDES THAT NO BASIS EXISTS FOR FAVORING ONE DEMAND ANALYSIS TECHNIQUE OVER ANOTHER.

4. SUMMARIZING THE RESULTS OF THE URBAN TRAVEL FORECASTING PROJECT, THE U.S. (WALSH) REPORTED ON THE DEVELOPMENT OF AN INEXPENSIVE METHOD OF FORECASTING THE NUMBER OF TRIPS LIKELY TO BE MADE IN AN URBAN AREA. THIS TECHNIQUE IS KNOWN AS "CROSS CLASSIFICATION" AND USES INFORMATION ALREADY AVAILABLE IN STANDARD CENSUS DATA. IT DOES NOT REQUIRE EXTENSIVE USE OF EXPENSIVE COMPUTER CAPACITY. MR. WALSH NOTED THAT BECAUSE OF THESE CHARACTERISTICS, THIS APPROACH HAS THE POTENTIAL OF AVOIDING THE HIGH COSTS OF HOUSEHOLD OR PERSONAL SURVEYS AND LARGE SCALE COMPUTER RUNS. THE CROSS-CLOASSIFICATION ECHNIQUE UTILIZES SIMPLE RELATIONSHIPS AMOHG INCOME PER HOUSEKHOLD, AUTO OWNERSHIP PER HOUSEHOLD AND TRIPS GENERATED. THE FINAL REPORT CONCLUDES THAT THE CROSS-CLASSIFICATION TECHNIQUE APPEARS TO HAVE VALIDITY AND THAT ITS USE SHOULD BE CONSIDERED BY LOCAL GOVERNMENTAL DECISION-MAKERS LOOKING FOR QUICK, INEXPENSIVE WAY OF MAKING TRIP ESTIMATES FOR TRANSPORTATION PLANNING PURPOSES. THE REPORT RECOMMENDS THAT ADDITIONAL ANALYSIS BE UNDERTAKEN UTILIZING DATA FROM A NUMBER OF COUNTRIES IN ORDER TO VALIDATE THIS TECHNIQUE FURTHER AND REFINE IT.

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5. THE URBAN GOODS MOVEMENT PROJECT LED BY FRANCE WAS COMPLETED IN 1974 AND ITS FINAL "STATE OF THE ART" REPORT WAS CIRCULATED AT THE 1975 CCMS SPRING PLENARY. THIS PROJECT CONCERNED ITSELF WITH MANY FACETS OF THE PROBLEMS THAT HAVE BEEN OBSERVED IN THE MOVEMENT OF FREIGHT THROUGH AND ABOUT CITIES IN TRUCKS. THE REPORT FOUND THAT TRUCK TRAFFIC IN TOWNS AND CITIES IS APPARENTLY AN INEVITABLE ELEMENT OF MODERN LIFE AND CANNOT BE ELIMINATED. THEREFORE, WAYS HAVE UNCLASSIFIED

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TO BE FOUND TO AMELIORATE THE PROBLEMS OF CONGESTION AND NOISE ACCOMPANYING SUCH TRUCK TRAFFIC. AMONG THE REPORT'S RECOMMENDATIONS IS THAT MORE ATTENTION BE GIVEN TO THE DESIGN OF TRUCKS FOR OPERATION IN THE URBAN ENVIRONMENT AND THAT MUCH GREATER ATTENTION BE GIVEN TO METHODS FOR CONSOLIDATION OF SHIPMENTS SO THAT THE SAME AMOUNT OF FREIGHT CAN BE MOVED IN FEWER TRUCKS. THE REPORT ALSO NOTES THAT THERE MAY BE SUBSTANTIAL BENEFITS TO SHIPPERS AND RECEIVERS ARISING FROM THE CURRENT METHODS OF HANDLING URBAN GOODS MOVEMENT AND CARE SHOULD BE TAKEN TO AVOID REDUCING THESE BENEFITS.

6. REPORTING ON THE EVALUATION OF SHORT DISTANCE TRANSPORT TECHNIQUES PROJECT, THE FRG (BONK) SUMMARIZED ITS STATUS. THE GOAL OF THIS PROJECT IS THE DEVELOPMENT OF INFORMATIONAL MATERIAL TO ASSIST RELEVANT AUTHORITIES IN THE COMPARATIVE ANALYSIS AND SELECTION OF URBAN TRANSPORTATION VEHICLES AND SYSTEMS NOW OPERATING OR EXPECTED TO BE AVAILABLE WITHIN THE NEXT THREE TO FIVE YEARS. A DRAFT FINAL REPORT WAS COMPLETED IN MARCH. A FINAL MEETING OF EXPERTS WILL BE HELD IN BRUSSELS, AT NATO, FROM MAY 5 TO 7, TO FINALIZE THE REPORT.

7. DURING THE DISCUSSION OF THE FINAL PILOT STUDY REPORT, THE FRENCH DELEGATE (FESQUET) NOTED HIS AGREEMENT WITH AMENDMENTS PRESENTED BY THE FRG REGARDING THE PILOT STUDY'S OVERALL RESOLUTIONS. HE ADDED, HOWEVER, THAT HE WOULD HAVE TO SUBMIT THEM TO AUTHORITIES ON URBAN TRANSPORTATION IN PARIS. THE FRG DELEGATE (BONK) QUICKLY RESPONDED THAT THERE MUST BE SOME MISUNDERSTANDING AND THAT THE FRG COULD AGREE TO THE REVISED DOCUMENT BEFORE THE COMMITTEE. HE ADDED THE CHANGE WAS CLARIFYING LANGUAGE, MADE TO INSURE THAT THERE WOULD BE NO

REPERCUSSIONS ON HIS COUNTRY'S PROJECT RECOMMENDATIONS ONE
THE SHORT DISTANCE TRANSPORT TECHNIQUES FINAL REPORT WAS COM-
PLETED. THE US (WALSH) THEN NOTED THAT FRG CLARIFYING LANGUAGE
WAS APPROPRIATE AND THAT THE FRG-LED PROJECT RECOMMENDATIONS
SHOULD BE CONSIDERED UPON COMPLETION OF THE FINAL REPORT OF
THAT PROJECT. THIS WAS ACCEPTED BY THE COMMITTEE WHICH THEN
NOTED THE FINAL PILOT STUDY REPORT, APPROVED THE RESOLUTIONS IN
THE FOUR COMPLETED PROJECTS (WITH THE UNDERSTANDING THAT THEY
WOULD BE APPLIED LATER TO THE FRG STUDY AS APPROPRIATE) AND
AGREED TO SEND THE FINAL URBAN TRANSPORTATION PILOT STUDY
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REPORT TO THE NAC. STRAUSZ-HUPE

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